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Air vent for car passenger compartment - has vanes rotatably supported by duct which are controlled by roller and set of baffles controlled by wheel

ALFA LANCIA IND SPA 01.04.87-IT-019930

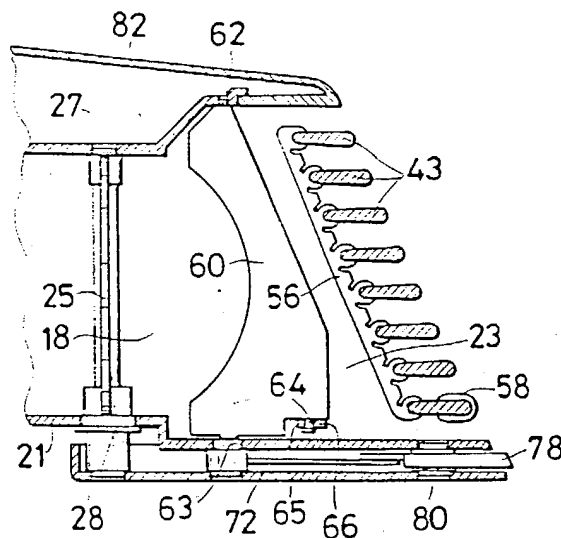
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The air vent has movable elements for controlling the direction of the air stream which are in the form of movable vanes (43). The vanes are rotatably supported by stationary part of a duct (18) in correspondent to an air outlet port (23). Also rotatably linked is one link rod (56) which is operatively linked to a manually controlled roller.

At least one set of baffles (60) having a direction perpendicular to the vanes are rotatably supported by stationary parts of the same duct, located upstream of the air outlet port. The baffles are rotatably interconnected by a related link rod (66) which are connected to control wheel in the vertical plane.

ADVANTAGE - Allows air flow to be adjusted in an optimum way, and which has a simple construction. (7pp Dwg.No.5/6)
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(54) Air vent, in particular for cars.

(57) The air vent is formed by at least an air duct (18), which in correspondence of the outlet port (23) is provided with at least one row of movable vanes (43) and at least one set of baffles (60), with both of them being rotatably supported inside the same duct (18) and orientatable as desired in order to adjust the air outflow trajectory in the vertical direction and in the horizontal direction.

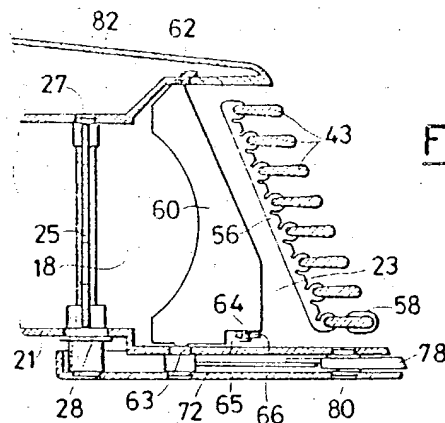


Fig.5

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"AIR VENT, IN PARTICULAR FOR CARS"

The present invention relates to an air vent, in particular for the passenger compartment of cars, formed by at least a duct with an air inlet port and an air outlet port, wherein in the outlet port movable elements for controlling the direction of the air stream are provided, which can be positioned as desired, in order to adjust the outflow trajectory of said air in the horizontal and in the vertical direction, and wherein in the inlet port means are provided for choking the entering air.

Generally, the air vents of the passenger compartment of cars are dimensioned in such a way that the amount of air entering due to the effect of the dynamic pressure is sufficient in case of medium vehicle speeds, and is not excessive at maximum vehicle speeds, in order to prevent intense air jets and troublesome air streams to be formed.

Furthermore, the positioning of the air vents is so studied, as to make it possible individual adjustments in ventilation and air temperature to be carried out in the different areas of the passenger compartment.

Several types of air vents are known; in the most common of them, the vanes, which constitute the elements for controlling the direction of the air stream, are supported by a movable, cylindrical, or partially spherical, or rectangular frame, which is rotatably installed inside the relevant duct, in correspondence of the air outlet port.

Generally, the vanes are hinged on the movable frame in such a way that they can be rotated as desired, both relatively to this latter, and integrally together with it, in order to adjust the air outflow direction.

In the air vents of rectangular shape, the frame can rotate around a substantially horizontal axis and supports two sets of vanes, one of which is practically horizontal, and the other of which is practically vertical; in most cases, the first ones are integral with the same frame, and the second ones are rotatable relatively to it, so that the air stream direction can be adjusted inside a substantially pyramidal volume; in the cylindrical air vents, and in the partially spherical air vents, the adjustment volume is substantially conical.

The choking of the air stream, in correspondence of the ports through which air enters the air vents is achieved by means of butterfly valves, which can be actuated as desired.

The air vent types known from the prior art, with a movable frame, not always do represent the optimum solution from the functional viewpoint and from the aesthetical viewpoint, in particular if manufacturing air vents is desired, which have rather large outlet ports, so that the air outflow is rela-

tively slow, and the resistance offered to air passage is small.

A purpose of the present invention is to provide an air vent which can be adapted to the different needs, as regards their size and positioning. Another purpose of the invention is to provide an air vent which makes it possible the air flow to be adjusted in an optimum way, and which has a rather simple structure.

According to the invention, an air vent of the initially cited type is proposed, which is characterized in that the movable elements for controlling the direction of the air stream are formed by at least one row of movable vanes, rotatably supported by stationary parts of the relevant duct in correspondence of the air outlet port, and also rotatably interconnected by means of at least one link rod, operatively linked with first drive means which can be actuated as desired, and by at least one set of baffles having a direction substantially perpendicular to the direction of the above-said vanes, which baffles too are rotatably supported by stationary parts of the same duct, immediately upstream the air outlet port, and rotatably interconnected by means of at least one related link rod, operatively linked with second drive means.

According to a preferred solution, the above said movable vanes have a substantially horizontal direction and, still according to a preferred solution, the above-said duct is provided, in correspondence of the air outlet port, with at least one row of stationary vanes, positioned by the sides of the same outlet port, in order to form suitable brackets for supporting the above-said movable vanes.

So-structured air vents are very satisfactory from several viewpoints, but in particular as regards the requirements of functionality, aesthetical characteristics, structural simpleness.

Characteristics and advantages of the invention are now illustrated with reference to the hereto attached Figures 1-7, wherein for purely exemplifying, non-limitative purposes, a preferred form is shown of practical embodiment of the same invention.

Figure 1 shows a perspective view of the dashboard of a car equipped with air vents according to the invention.

Figure 2 shows a front view, and Figure 3 shows a top view of one of the air vents shown in Figure 1;

Figures 4, 5, 6, 7 are sectional views respectively according to the path planes IV-IV, V-V, VI-VI, VII-VII, of Figure 2.

In Figure 1, the passenger compartment of a car, with the dashboard 10, a central console 11,

the windshield 12, the front right-hand upright, the front right-hand door 14, is partially shown.

The dashboard 10 is equipped with air vents 15, 16, 17; of these, the central one, i.e., the air vent 16, is shown in detail in the following figures.

Inside the body of the air vent 16, two ducts, or chambers, for air flow, 18 and 19, are provided, which are clearly visible in Figures 4 and 5; the two ducts 18 and 19 have a circular cross-section in correspondence of the air inlet ports 21 and 22, whilst they have a substantially rectangular cross-section in correspondence of the air outlet ports 23 and 24.

Inside the inlet ports 21 and 22, two choking butterfly valves 25 and 26, of circular shape, are provided: the valves 25 and 26 are vertically hinged in the ducts 18 and 19 by means of such pivots as those indicated by the reference numerals 27 and 28, visible in Figure 5.

With the pivots, like that indicated by the reference numeral 28, of the butterfly valves 25 and 26, respective cranks, 29 and 30, visible in Figure 7, are integral; in their turn, said cranks 29 and 30 are linked to the rods 31 and 32 by means of the thin-wall (film) hinges 33 and 34.

The rods 31 and 32 are hinged in 35 and 36 to the cranks 37 and 38, manufactured as a single piece with the control wheels 39 and 40.

The control wheels 39 and 40, also visible in Figures 2 and 3, are rotatably supported in 41 and 42, inside a hollows defined by the bottom wall of ducts 18 and 19, and a covering wall 20.

In correspondence of the outlet ports 23 and 24 of the air vent 10, two central rows of movable, substantially horizontal vanes, which are respectively indicated by the reference numerals 43 and 44, and two rows of stationary, also substantially horizontal vanes 45 and 46, clearly visible in Figures 2 and 3, are installed.

As it results from the Figures, the rows of stationary vanes and movable vanes partially form the same outer walls of the air vents, in particular the stationary vanes 46, which, by having an "L"-shape, form a corner of the body of the air vent.

In the stationary vanes 45 and 46 the seats, as indicated by the reference numerals 47 and 48 of Figure 4, are provided, wherein the side pivots, 49 and 50, of the movable vanes 43 and 44 are rotatably supported, whilst the central pivots 51, which link each couple of vanes 43 and 44, are rotatably supported by the wall which separates the duct 18 from the duct 19.

The vanes 43 are provided, in their rear side, with respective pivots 52, which are snapwise housed inside the corresponding hollows, indicated by the reference numeral 54, of a link rod 56; also the vanes 44 are provided in their rear side with respective pivots 53, which are snapwise housed

inside respective slots, indicated by the reference numeral 55, of a link rod 57 (see Figure 6).

Thus, while the link rods 56 and 57 move upwards or downwards, as shown by the chain lines in Figure 6, the rows of vanes 43 and 44 simultaneously rotate, respectively downwards and upwards. The rotation of the vanes is manually controlled by means of roller appendices 58 and 59, integral with a couple of vanes 43 and 44, which are provided, for this purpose, with surface splines.

Inside the ducts 18 and 19, upstream the rows of vanes 43, 44, 45, 46, two sets of baffles 60 and 61 are installed, each of which is vertically hinged inside the respective duct 18 or 19, by means of such pivots are indicated by the reference numerals 62 and 63, visible in Figure 5.

The baffles 60 are provided with respective pivots 64, which are snapwise housed inside corresponding hollows 65 of a link rod 66 and also the baffles 61 are provided with respective pivots 67, which are snapwise housed inside the corresponding hollows 68 of a link rod 69 (see Figure 4).

With the pivots, like that indicated by the reference numeral 63, of a couple of baffles 60 and 61, respective cranks 70 and 71 are integral, which can be seen in Figure 7, which are hinged, in their turn, to the rods 72 and 73 by means of the thin-wall (film) hinges 74 and 75.

The rods 72 and 73 are hinged in 76 and 77 to the control wheels 78 and 79, which are in their turn vertically pivoted, in 80 and 81, to the bottom wall of the air vent and to the cover wall 20, as it results from Figure 7. Atop, the air vent 16 has a cover wall, indicated by the reference numeral 82.

The air outflow direction is vertically adjusted by rotating upwards or downwards the rows of vanes 43 and 44, by means of the roller appendices 58 and 59; whilst the air outflow direction is horizontally adjusted by rotating to the right or to the left the sets of baffles 60 and 61, by means of the wheels 78 and 79.

The amount of air exiting the air vent 10 is adjusted by opening or closing the butterfly valves 25 and 26, by means of the control wheels 39 and 40.

From the hereinabove disclosure, it is clear that the proposed air vent is reduced to the essence from a structural viewpoint, is very functional and is original, also due to the fact that the rows of stationary vanes and of movable vanes partially form the same outer walls of the air vent. Furthermore, the structure is such as to adapt itself to different shapes, according to as required.

Claims

1. Air vent, in particular for the passenger compartment of cars, formed by at least a duct with an air inlet port and an air outlet port, wherein in the outlet port movable elements for controlling the direction of the air stream are provided, which can be positioned as desired, in order to adjust the outflow trajectory of said air in the horizontal and in the vertical directions, and wherein in the inlet port means are provided for choking the entering air, characterized in that the above-said movable elements for controlling the direction of the air stream are formed by at least one row of movable vanes (43 or 44), rotatably supported by stationary parts of the above-said duct (18 or 19) in correspondence of the air outlet port (23 or 24), and also rotatably interconnected by means of at least one link rod (56 or 57), operatively linked with first drive means (58 or 59) which can be actuated as desired, and by at least one set of baffles (60 or 61), having a direction substantially perpendicular to the direction of the above-said movable vanes (43 or 44), which baffles too are rotatably supported by stationary parts of the same duct (18 or 19), immediately upstream the air outlet port (23 or 24), and rotatably interconnected by means of at least one related link rod (66 or 69), operatively linked with second drive means 78 or 79).
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2. Air vent according to claim 1, characterized in that the above-said movable vanes (43 or 44) have a substantially horizontal direction.
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3. Air vent according to claim 1, characterized in that the above-said duct (18 or 19) is provided, in correspondence of the air outlet port (23 or 24), with at least one row of stationary vanes (45 or 46), positioned by the sides of the same outlet port, in order to form suitable brackets for supporting the above-said movable vanes (43 or 44).
35
4. Air vent according to claim 3, characterized in that the above-said stationary vanes (45 or 46) are substantially lined-up with the above-said movable vanes (43 or 44).
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5. Air vent according to claim 4, characterized in that the above-said stationary vanes (45 or 46) and the above-said movable vanes (43 or 44) have a substantially horizontal direction.
45
6. Air vent according to claim 3, characterized in that the above-said stationary vanes (46) are "L"-shaped, and form a corner of the body of the same air vent.
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7. Air vent according to claim 1, characterized in that the above-said first drive means are constituted by at least one roller appendix (58 or 59), integral with one of the movable vanes (43 or 44).
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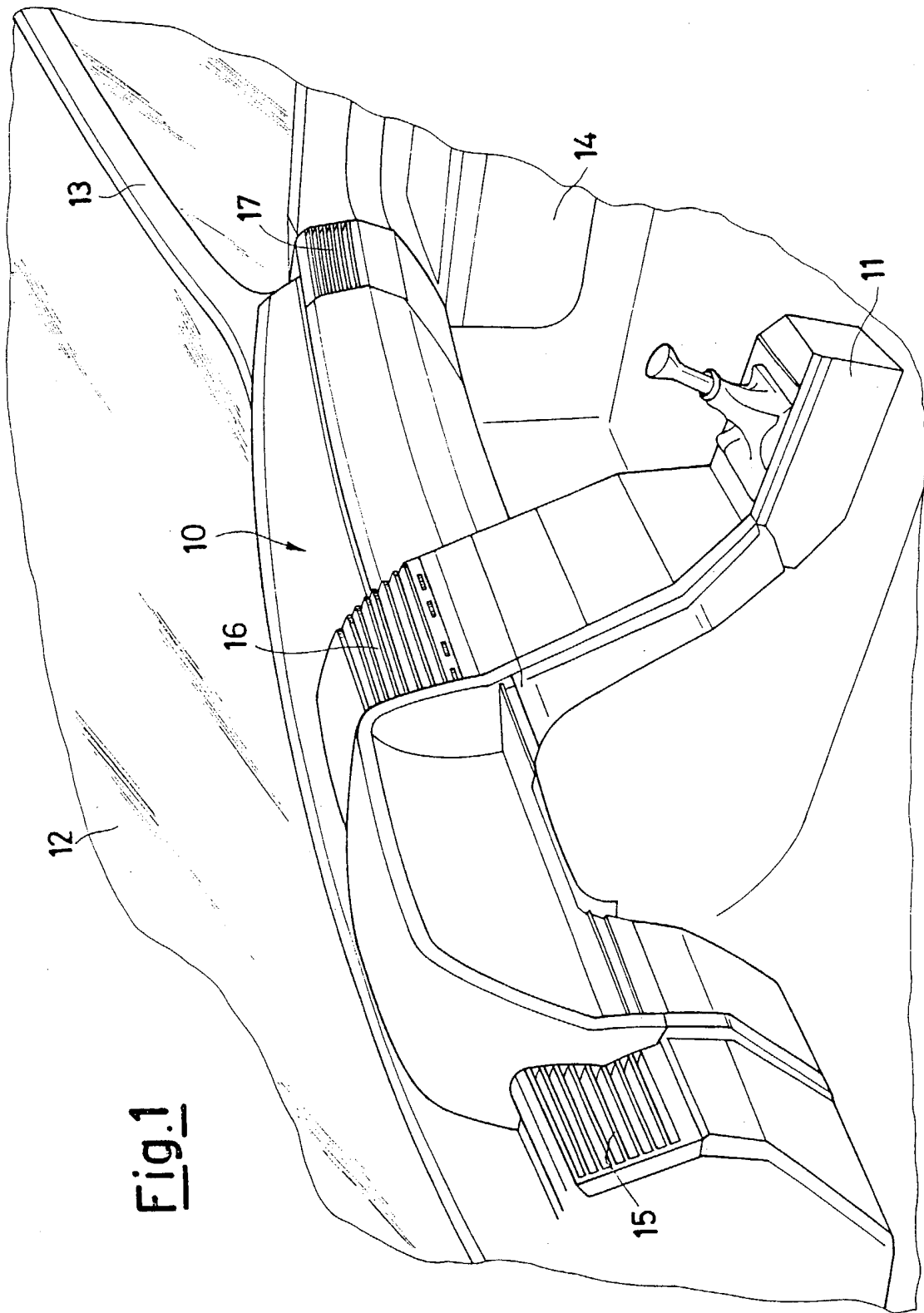


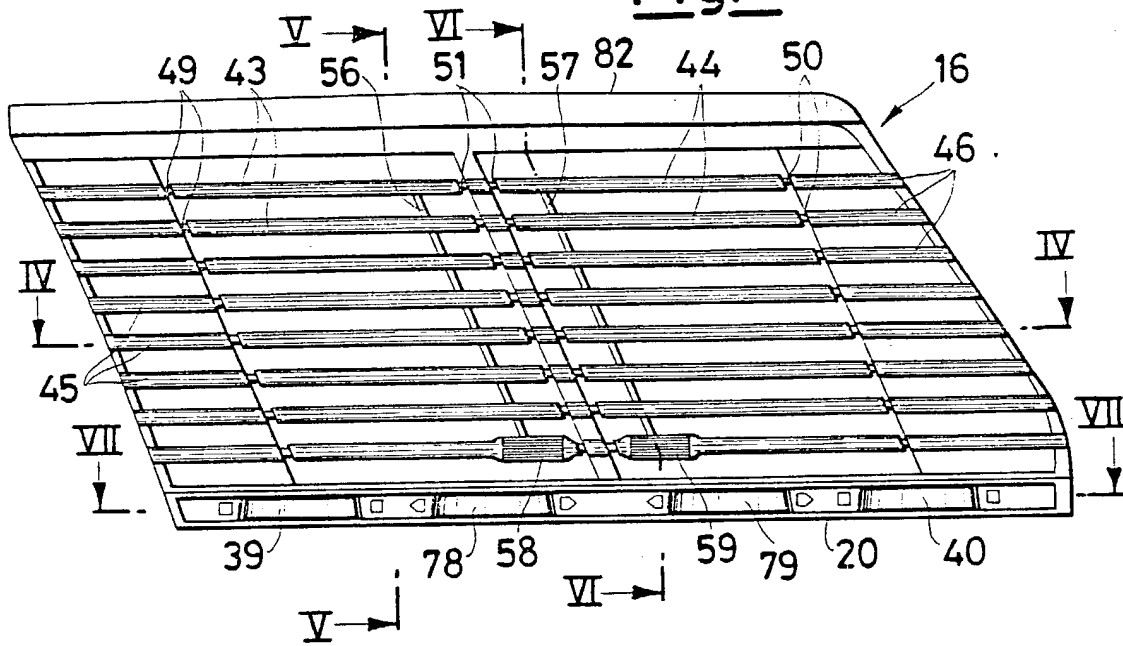
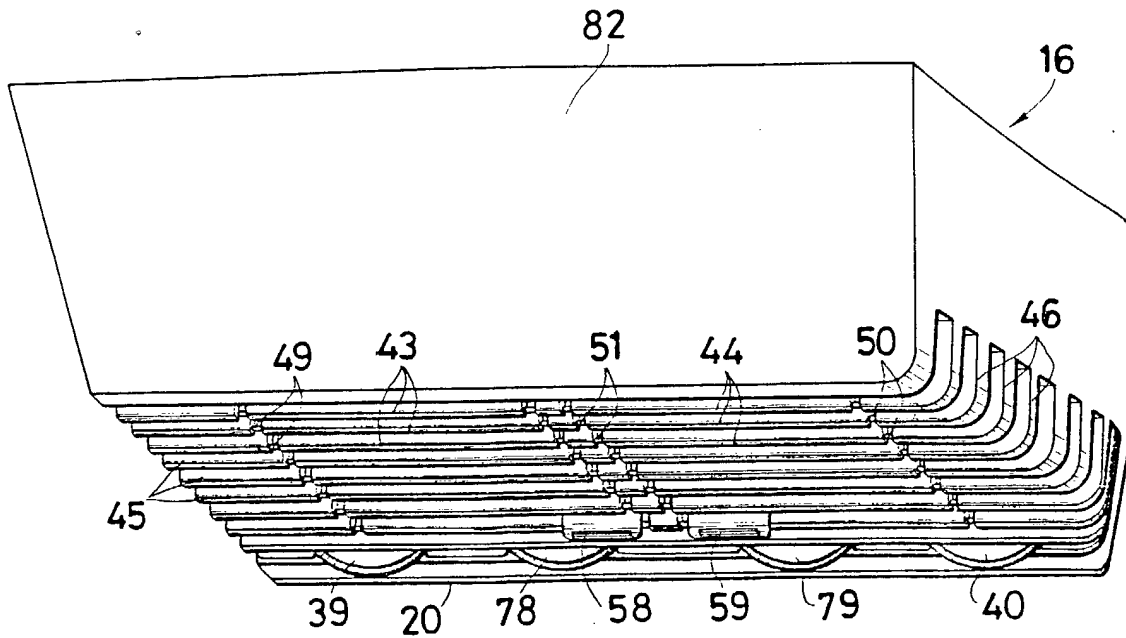
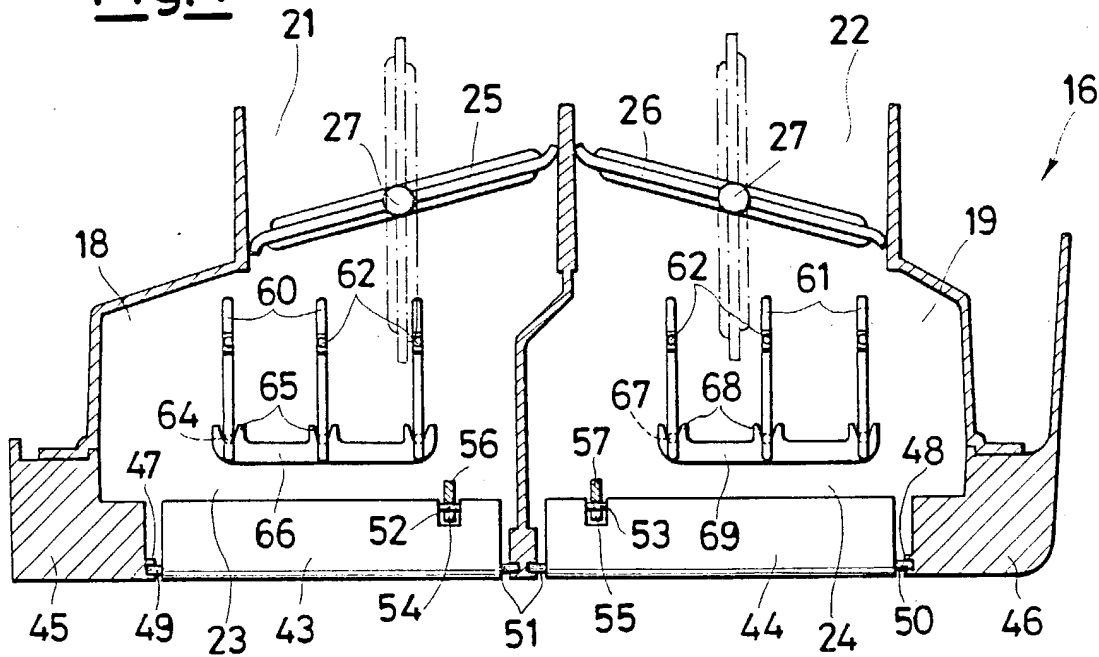
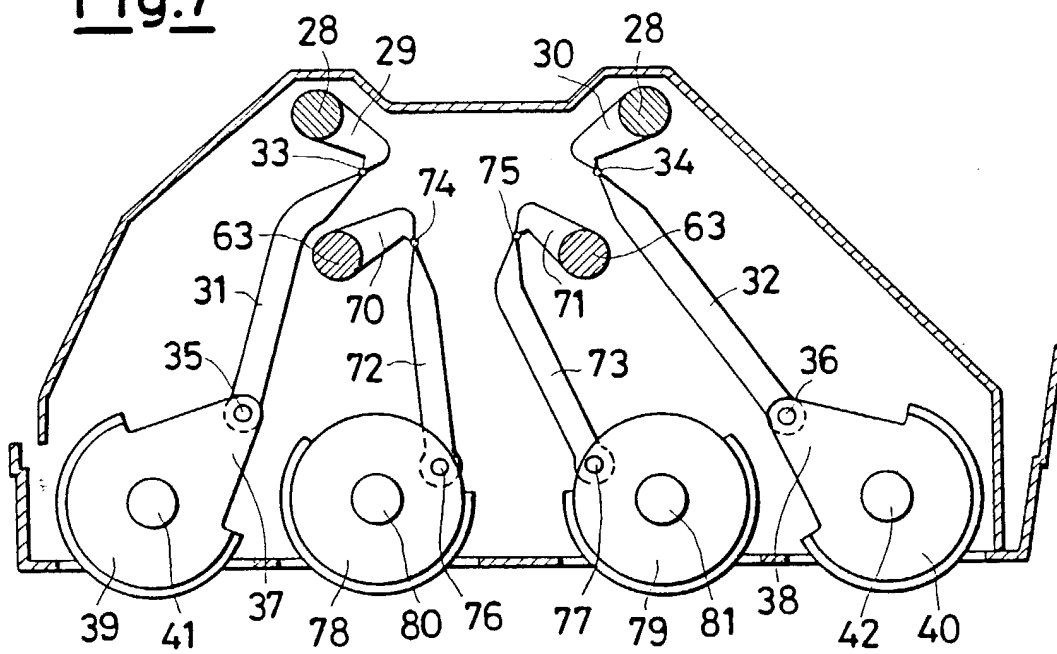
Fig.2**Fig.3**

Fig.4Fig.7

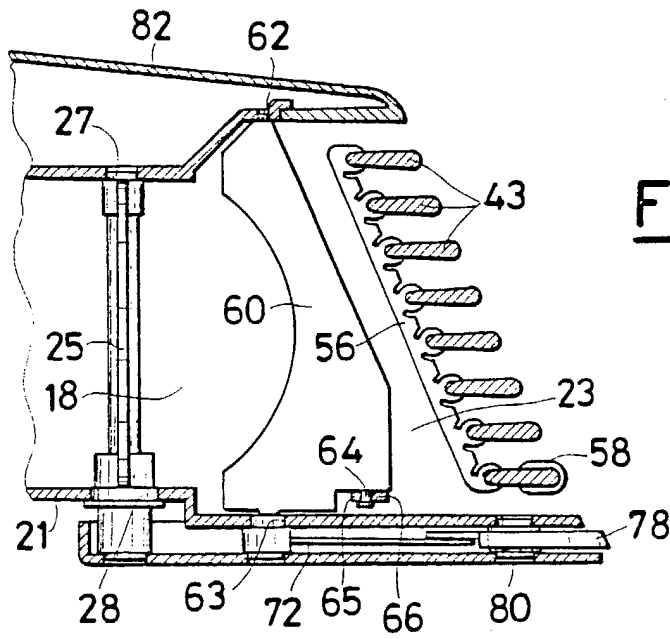


Fig. 5

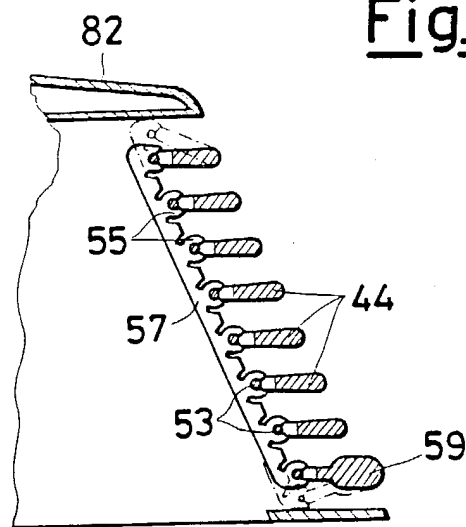


Fig. 6



European Patent
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EUROPEAN SEARCH REPORT

Application Number

EP 88 20 0556

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 4)
X	EP-A-0 192 110 (FOGGINI PROGETTI) * Claims 1,2,6,7; figures 1,4,10 *	1,2	B 60 H 1/24 F 24 F 13/075
A	---	3-5	
Y	GB-A-1 375 823 (CREATORS LTD) * Claims 1,3,6,7,9; figure 1 *	1	
Y	PATENT ABSTRACTS OF JAPAN, vol. 10, no. 55 (M-458)[2112], 5th March 1986; & JP-A-60 203 522 (NISSAN JIDOSHA K.K.) 15-10-1985	1	
A	IDEM	2,7	
A	GB-A-2 107 854 (E.R.F. LTD) * Claims 1,2,4-6,9; figures 1,3 *	3-6	
A	EP-A-0 195 343 (SIEMENS AG) * Claims 1-3; figures 3,4 *	3-5	
A	PATENT ABSTRACTS OF JAPAN, vol. 9, no. 176 (M-398)[1899], 20th July 1985; & JP-A-60 45 424 (NISSAN JIDOSHA K.K.) 11-03-1985	1,2,7	TECHNICAL FIELDS SEARCHED (Int. Cl. 4) B 60 H F 24 F
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 07-07-1988	Examiner SINGER G.M.
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			